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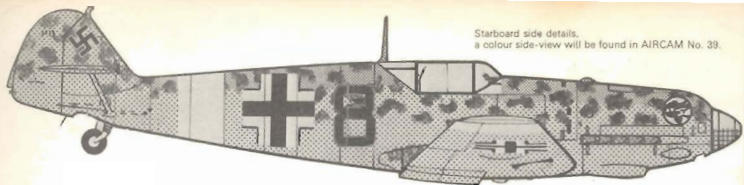
№42
(VOL.3)

MESSERSCHMITT Bf109

LUFTWAFFE EXPERTEN

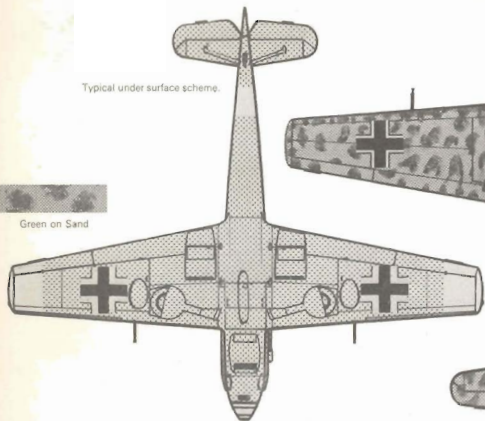


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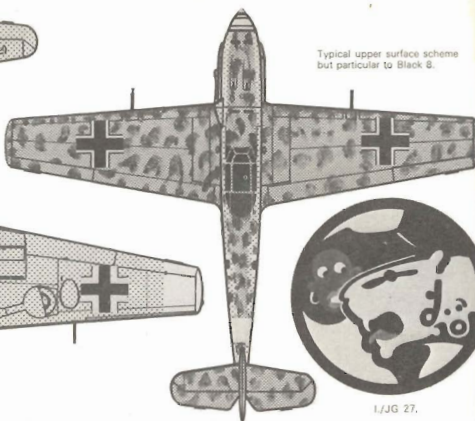
Starboard side details.
a colour side-view will be found in AIRCAM No. 39.

Typical under surface scheme.



Green on Sand

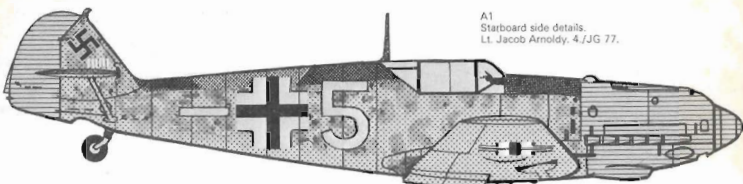
Typical upper surface scheme
but particular to Black 8.



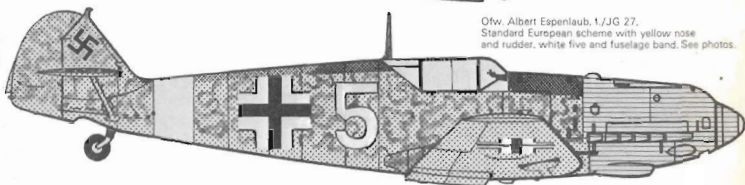
1/JG 27.

Black 8 flown by Werner Schröder, 1/JG 27. The desert sand upper surfaces with dark green dapple was a common scheme in North Africa and the Western Desert for a considerable period of time. The dappling varied in size from very small close together to quite large sparsely positioned as on side-view B1. The Bf 109E illustrated here illustrates a fairly heavy concentrated dapple.





A1
Starboard side details.
Lt. Jacob Arnoldy, 4./JG 77.



Ofw. Albert Espenlaub, 1./JG 27.
Standard European scheme with yellow nose
and rudder, white five and fuselage band. See photos.

MESSERSCHMITT Bf 109

LUFTWAFFE EXPERTEN

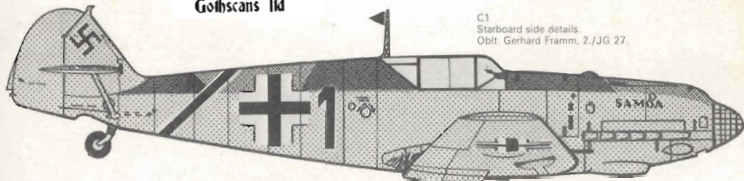
**Illustrated and compiled
by Richard Ward**

**Text by
Christopher Shores**

ACKNOWLEDGEMENTS

With the publication of this book the series of four volumes on the Messerschmitt Bf 109 is now complete. One or two aircraft in this book have been illustrated in previous volumes; they are repeated here because further information on either the pilot or markings of the aircraft have become available, for example the Bf 109E flown by Guenther Scholz on the front cover, the Bf 109Fs of Marseille and Trautloft, etc. All photographs unless otherwise stated are Bundesarchiv. Thanks are due to Hans Obert and as ever to the published works of Herr Karl Ries Jnr.

Gothscans Ltd



C1
Starboard side details.
Obit. Gerhard Framm, 2./JG 27.

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Hpt. Heinz Bär, Gruppenkommandeur IV./JG 51 "Mölders", inspecting one of his victims, an 8th Air Force B-17F. Final score 220 victories.



JG 51 "Mölders"



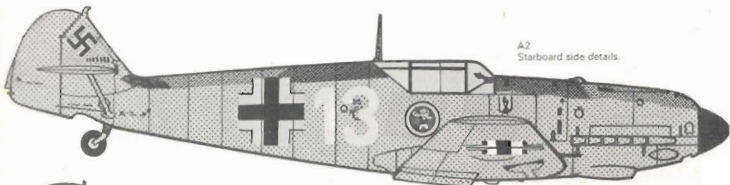
IV./JG 51



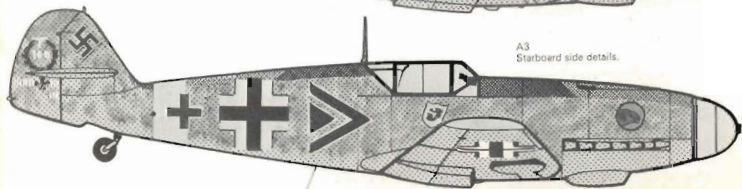
I./JG 51



I./JG 51



A2
Starboard side details.



A3
Starboard side details.



The Means and the End.



MESSERSCHMITT Bf 109: Luftwaffe "Experten"

Much has been written in recent years about the scores of the more successful members of the Jagdfliegern—the German fighter pilots of the Luftwaffe. It is probably true to say that, in the light of the evidence published, acceptance of their validity and credibility amongst the "cognoscenti" of the nations which were formerly Germany's enemies, has increased vastly over the past five years. In Germany of course, they were never doubted.

Many years of detailed research into fighter operations, and the claims arising, have convinced this writer that in every air force the level of accuracy and credibility of claims varied depending upon the strictness with which the particular units dealt with initial confirmations of claims, the character of the pilots making the claims, and the conditions and circumstances under which the particular actions were fought.

This was common to all air forces of course, but in certain vitally important aspects, the German attitude differed from that, not only of her enemies, but even of some of her allies. Some of these factors have been set out for the reader before, but in a work of this nature it is worth mentioning them again.

For Britain and her Commonwealth, and—perhaps to a lesser extent—for the Americans, the team was the thing. All efforts were made to persuade the public and the media that the squadron, the group, or even the whole air force should receive credit and admiration jointly. Whenever possible the achievements of the individual were played down, and the creation of national heroes was assiduously avoided. Efforts in this respect were not always successful, for the Press, always avid for the human interest story, certainly managed to build up a few pilots into household names—the case of "Paddy" Finucane springs to mind particularly.

The German military authorities on the other hand have always possessed a ready awareness of the morale and propaganda value of the exploits of the outstanding individual, and have made good use of this. Amongst the fighter "aces"—the "experten", as they were known—the award of decorations, and often of promotion, was directly linked to the number of victories claimed. Amongst young pilots of a competitive nature, this frequently led to a single-minded pursuit of additions to their score, to a degree that would not have been tolerated in most of the less "individual-orientated" Allied air forces.

It may be said that the principal duty of the fighter pilot is to shoot down opposing aircraft—and this the Germans undoubtedly did with considerable skill—but in fact the overriding duty of the fighter pilot is to achieve and maintain aerial supremacy over a certain area for a certain period, and the two things are not necessarily always the same by any means.

Putting aside the question of basic attitude, whatever else is true, it is certainly the case that the circumstances of World War II favoured the build-up of an elite corps of German fighter pilots. Indeed, these circumstances virtually ensured it. During the period between the wars the theorists

of air power all agreed that to be truly effective, air power must be a weapon of attack. It was believed that bombers of superior design would be able to battle their way through to their targets unescorted and swiftly destroy the opponent's air power on the ground. The enemy would then either be bombed into submission, or the bombers would turn their efforts into support for invading ground forces.

By this doctrine every effort needed to be concentrated upon ensuring that the striking force would be devastatingly effective in the first instance. Fighters were of secondary importance; literally they were but insurance to guard the home base in case the initial attack failed to totally obliterate the enemy's ability to strike back. In short they were a defensive weapon.

To Adolf Hitler and his National Socialists, to attack with boldness and audacity was to win; defence was anathema. Consequently with the rebirth of the Luftwaffe during the thirties, while fighters were developed, priority was given to bombers, dive-bombers and attack aircraft.

Experience in Spain did little to change opinions in Germany, but it did become clear that possibly the fighter had something to offer offensively. When range permitted, it could go in ahead of the bombers and clear the worst of the opposition before their arrival, allowing them to carry more bombs and less defensive weapons, and to concentrate all their attentions on their major task.

Such operations had been the daily bread of the British fighting scouts during the first war, when offensive patrols to clear the air over the front were the order of the day. By the late thirties the RAF had temporarily parted company with such tactics as it concentrated its training on radar-directed defensive interception. Now however, the German pilots, their experiences in Spain still fresh in their minds, eagerly espoused what would nowadays be termed "counter-air", and was to be known by them by the evocative title of "Freijagd" (Free Hunt).

It has been maintained in the past by German historians that few of the fighter pilots who achieved notable success in Spain went on to become high-scorers in World War II. This may be true, but it is equally true that they swiftly became the leaders and instructors, instilling in their avid disciples the valuable lessons they had learned. By the outbreak of war in September 1939, the German fighter force, though not particularly large, was well-trained, well-led and confident, and was equipped in the main with an excellent aircraft—the Messerschmitt Bf 109E. It would be incorrect however to believe that at this stage this force was playing anything more than second fiddle to the more glamorous (then) Stuka and Zerstörer arms. Production of fighter aircraft and training of new pilots was proceeding at a leisurely pace.

The brief campaign in Poland provided only limited experience for the Luftwaffe fighter pilots, and aerial opposition on any worthwhile scale was met only during the first few days. On the Western Front only one Jagdgeschwader (JG 53) saw any worthwhile combat with French and British aircraft during the "Phoney War", and generally activity

here was limited to relatively small-scale brushes between opposing fighter patrols, or interceptions of reconnaissance aircraft.

A number of interceptions of RAF bomber formations over the north-west German ports swiftly proved that the Bf 109E was well able to deal with any type of British bomber then in service, provided it was not escorted. Interceptions of this nature reached their peak during April 1940 when German forces invaded Denmark and Norway, bringing Bomber Command out in force by day, beyond the range of any effective fighter support. JG 77 was the only fighter unit taking any worthwhile part in these bomber interception activities.

When the German Wehrmacht's great "Blitzkrieg" offensive against France and the Low Countries was finally launched on 10 May 1940, the Luftwaffe fighter force was in a high state of training and readiness. Many pilots had received some form of operational experience, and the tactics that had been evolved were generally superior to those employed by the air forces of their opponents.

The Bf 109E pilots found themselves faced by a substantial number of opposing aircraft, which suffered however from the problems of fragmented command, lack of clear objectives, inadequate early warning, and in most cases, from an inferior performance. Free to pursue their "Freijeagd" tactics to the full, the Jagdgeschwader marauded over Western Europe, cutting the opposition to pieces. At Sedan, where the first big German breakthrough on the ground was made, French and British bombers were thrown in by day in great numbers, frequently without escort. Terrible losses were inflicted and the individual scores of several German pilots began to soar.

Werner Mölders, leading pilot of the Spanish conflict, retained his edge over the field for some time, until shot down by a Dewoitine 520 of the Armée de l'Air and taken prisoner. Other names, soon to become household words in Germany, such as Galland, Wick and Balthazar, were rapidly piling up big personal tallies.

Although some hard battles were fought, notably with French Dewoitine 520s and Curtiss Hawk 75As, and with British Hawker Hurricanes, it was not until aircraft of the RAF's Fighter Command appeared in strength over Dunkirk at the end of May that the first really sustained resistance was encountered, and fighting became tougher.

The Armistice with shattered France in mid-June found the Jagdflieger exultant and victorious, but tired. Consequently a token force of one Jagdgeschwader operated over the Channel coast in support of dive-bombers attacking British convoys, while the main bulk of the force was temporarily rested, ready for the attack on the United Kingdom. Expecting an early end to the war, the Reichsluftministerium (Air Ministry) did not press ahead vigorously with development of improved fighter types, increased production of fighters, or training of additional substantial quantities of fighter pilots.

Gradually fighter operations against the RAF increased in size and scope until the main German assault began in August 1940—the Battle of Britain. Initially, still using the proven "Freijeagd" tactics, the Luftwaffe fighters enjoyed considerable success, the losses they inflicted on Fighter Command outstripping their own losses by a considerable margin. They were now up against a well-organised and determined defence, directed with radar and equipped with good machines, however, and the fighting was by no means as easy as in France.

The first phase of the attack, the bombing of the RAF's fighter airfields in the South-East, and the aggressive fighter sweeps very nearly succeeded in defeating the British—indeed, had they been persevered with, they might well have broken the back of Fighter Command. However, bad intelligence work and various contributing factors, led Marshal Goering, chief of the Luftwaffe, to deduce that his attacks had indeed achieved this decisive result, and he ordered the main attack to be shifted to London, the capital city. This new assault was designed to bring about an armistice without the necessity for an invasion, if at all possible.

Fighter Command was far from dead however, and reserves thrown in against the massed daylight raids on the city resulted in very severe bomber losses. Incensed at the appearance of these substantial reserves, Goering now ordered the Jagdflieger to provide close escort to the bombers, thus robbing the German fighters of all their previous initiative.

The Bf 109 was not designed for long-range operations, and when forced to consume precious fuel rendezvousing with bomber formations and zigzagging to stay with them, it was left with barely sufficient to fight a brief engagement and get home. Swiftly, losses rose while successes waned; not surprisingly, the bomber losses did not greatly decrease. While still able to inflict the occasional crushing defeat on inexperienced British squadrons newly-arrived in the South-East, the German fighters were hamstringed by the new orders, and a major advantage had been handed to the British.

Unlike the RAF units which were in most cases rested regularly, the majority of the Jagdgeschwader were committed throughout the whole battle. Predictably, the experienced pilots of the French campaign continued to add to their scores at a rapid rate. The same names led the field, but the brightest star now became Major Helmut Wick.

Surprisingly few of the successful "experten" were lost during the summer of 1940, though losses amongst the less experienced pilots were on occasion quite severe—and replacements were rather slow in coming at times. In September 1940 the main bomber formations were withdrawn from daylight operations, and night attacks were stepped up. Throughout the autumn fighter sweeps, fighter-bomber attacks and raids on coastal shipping convoys continued in an effort to wear down the defences. By this time however, British fighter production was outstripping that of Germany, and the strength of Fighter Command was growing rather than diminishing. It was at this stage that the Luftwaffe suffered its first loss of a great fighter "ace" when Wick, the top-scorer, was killed.

During the Battle the desirability of having tactical leaders who had proved themselves in the actual heat of combat had become clear, and several of the more successful "experten" had been promoted as Geschwaderkommandeure. Typical examples were Wick (JG 2), Galland (JG 26), Mölders (JG 51) and Trautloft (JG 54).

The winter of 1940/41 led to a considerable reduction in operations, allowing the fighter force to rest, re-organise and re-equip. At this time the first examples of the new Messerschmitt Bf 109F began to arrive with the units, and by the spring of 1941 small numbers of these were operational.

Rider

It is an interesting aside to note that during the period when the Luftwaffe was equipped with the Bf 109E with its wing-mounted main armament, while scores rose steadily, few pilots ever gained more than two or three victories in one sortie. It was only after the introduction of the Bf 109F with its nose-mounted cannon that multiple claims became quite common. Many pilots who had scored at only a very modest rate with the "Emil", demonstrated a sudden marked upswing in their successes the moment they began to fly the later aircraft. This illustrates fairly conclusively the very great advantage from a gunnery point of view, that the placing of the armament around the aircraft's central axis bestowed.

The surprise defeat of the Italians in North Africa led to the despatch of German aircraft to the Mediterranean area in January 1941, and the first Bf 109 unit to move in was a single Staffel of JG 26 (7/JG 26) led by Oblt. Joachim Müncheberg, one of the more successful pilots of the recent fighting over England. Flying from Sicily, the Staffel initially operated over Malta, where Müncheberg particularly, inflicted great execution on defending Hurricanes.

Close on the heels of 7/JG 26 came I Gruppe of JG 27, which moved across the sea to Libya to support General Erwin Rommel's new Afrika Korps. This unit also achieved an early ascendancy over the small and worn force of British aircraft in Libya and Egypt.

Meanwhile Hitler was actively planning his great adventure in Russia, and units were steadily shifted eastwards during the spring, until only JG 2 and 26 remained in the West facing the British, together with a small contingent in Norway. Trouble in the Balkans delayed the attack on Russia, and attention had to be turned there. In Yugoslavia the King had been forced to abdicate and the people had repudiated the Axis Tripartite Pact which had been signed with Germany and Italy in their name. In Greece an Italian invasion from Albania had been driven back, and British forces were arriving to aid the Greeks.

Fearing an Allied thrust through the Balkans which might

threaten the southern flank of the assault on Russia, Hitler ordered the invasion and occupation of Yugoslavia and Greece, and in April 1941 the Wehrmacht moved in, supported by a large part of the Luftwaffe, including several Jagdgeschwadern. Again the Bf 109 pilots were faced with a disorganised opposition, and rapidly all aerial opposition was wiped out. A brief pause was followed by the airborne invasion of Crete in May, and the following month most units were back near the Russian frontier.

On 22 June 1941 Operation "Barbarossa" was launched, and at once the Jagdflieger were thrown into the greatest aerial killing ground in history. Inferior Russian aircraft with inexperienced crews were thrown into the air in hundreds, and were shot down in like numbers. Most Luftwaffe pilots were already fully combat experienced, and now their scores leapt ahead as never before. Presented with an almost limitless succession of targets, it was only a matter of weeks before the first pilots—their scores already substantial from the fighting of 1940—passed both Richthofen's World War I total of 80, and then the magic 100.

In Russia conditions were closer to those appertaining in 1914–18. Units were based close to the front, and operated over the lines; consequently they had only short distances to fly to find combat, and to return to refuel and re-arm. They were thus able to put in several missions a day during fine weather, or when offensives were being undertaken. Gradually Russian aircraft and the training of their pilots, began to improve, but until mid-1944 there is no doubt that the German fighters retained the initiative. Faced with such incomparable opportunities for combat, German scores continued to climb to previously undreamed-of heights, and soon 100 became almost the "norm" for the successful Eastern Front fighter pilot. 150 was passed, and then 200. In October 1943 Walter Nowotny reached the 250 mark, and before the end of the war two pilots, both members of JG 52, had topped 300. One of these, Erich Hartmann, ended the war with 352 victories as the top-scoring fighter pilot of all time. Both the 300 plus pilots gained all their successes whilst flying the Bf 109.

Meanwhile in Africa and Western Europe, and over Malta, Luftwaffe fighters continued to operate throughout 1941 and 1942. Over the Desert particularly a number of pilots did well, but here the first signs of the turning tide were met by the Luftwaffe. At first the RAF began to outnumber them, though the basic inferiority of much of the Allied equipment, and lack of experience of many of the air-crews, allowed the Germans to retain the edge for some time.

It was here that the famous Hans-Joachim Marseille claimed 151 of his 158 victories, becoming the most successful pilot of the war against the Western Allies—all his victims were aircraft of the British Commonwealth air forces. By the end of 1942 however, the siege of Malta had been lifted, the Afrika Korps had been defeated at Alamein, Anglo-American forces had landed in French North Africa, and the daylight bomber offensive against Western Europe was just about to begin.

The fighting in Tunisia in early 1943 was the last occasion on which the Luftwaffe pilots were able to build up big scores against the British and Americans in a short space of time, and by the time Africa was evacuated in May 1943 the initiative had passed firmly to the Allies.

During the invasion of Sicily two months later substantial German fighter forces were still available in the area, but they were able to achieve little in the air and were overwhelmed by sheer force of numbers. They still put in appearances over Salerno and Anzio, and over the Italian battlefields generally until the Normandy invasion of June 1944; most were then withdrawn to the Western Front. Only over the Balkans and Aegean was any measure of success gained in the Mediterranean at this time, III and IV JG 27 taking a steady toll both of US heavy bombers and their escorts, and of RAF anti-shipping aircraft. Here too however, units were gradually pulled out for home defence duties, and by mid-1944 all had gone.

Only in Northern Italy did a small force remain to offer some resistance to the growing formations of the USAF 15th Air Force, flying northwards from Italy to strike into the heartlands of Southern Europe. Throughout the Mediterranean campaigns nearly all the fighting was undertaken by Bf 109-equipped units.

For the Germans, the Western Front was always considered the toughest, for here the British, and later the Americans,

committed their best and newest equipment in the greatest numbers. Throughout 1941 and 1942 JG 2 and 26 regularly intercepted massive formations of RAF Spitfires, escorting small formations of bombers—usually Blenheims or Bostons, but sometimes heavy types such as the Stirling.

Over their own territory, the German pilots tended to shoot down rather more than they lost, but while scores of certain pilots—Siegfried Schnell and Bruno Stolle for instance—continued to increase, they climbed at a much slower rate than elsewhere. A pilot on this front could expect the award of the Knights' Cross for a score of about 25, when 40 was required for a similar award in the Mediterranean, and 100 in Russia.

Nineteen forty-two was marked by the appearance of the first Americans, and of the heavy fighting over Dieppe on 19 August of that year. While most pilots on this front had gained their early experience and successes on Bf 109s, it was here that the Focke Wulf Fw 190 first appeared, and gradually it began to replace the faithful Messerschmitt, though it was never to do so entirely.

In 1943 the American four-engined heavy bombers got properly into their stride, making raids deep into Germany, and for the first time day fighters for home defence became a priority. By now German fighter production was expanding fast, but the flow of trained pilots still barely replaced wastage. Units were withdrawn from the Mediterranean and the East, and wherever possible new Gruppen were formed. Tactics for combating the new raiders were devised, and soon B-17s and B-24s began littering the soil of Germany in increasing numbers.

The arrival on the scene of the North American P-51 Mustang, the first escort fighter able to accompany the bombers all the way to their target and back, at the end of 1943, changed the situation radically. During the spring of 1944 the Americans adopted the Luftwaffe's own "Freijagd" tactics, and hunted the German fighters everywhere. Losses rose catastrophically, including numbers of long-serving "experten" who could ill be spared.

In June 1944 came the invasion of Normandy, and to face this new threat, every possible unit from Russia and Italy was pulled back and thrown into the fray—most to be decimated in a matter of days by the overwhelming Allied fighter strength. This denuding of the Russian front allowed Russian close-support aircraft to attack German artillery positions almost with immunity during the next big Soviet offensive that summer, and it appears that the consequent loss of artillery support was directly responsible for the unprecedented complete collapse of Army Group Centre which followed.

The vast manpower resources of the Allies had allowed for the training of huge numbers of pilots, so that combat veterans could be given frequent rests, or withdrawn from combat entirely to pass on their expertise to those who followed. Indeed it became policy to withdraw pilots who built up substantial scores to preserve their valuable experience and to prevent the bad morale effects that might arise from their loss in combat.

For the Germans there was no such escape. The vast majority of the "experten" fought on until they were killed, or wounded so badly as to be unfit for further operational flying. Growing shortage of fuel cut the amount of non-operational flying that could be done, and with less time in the air, and few experienced combat instructors to train them, the standard of replacement pilots fell at a time when the calibre of new Allied pilots was improving.

Consequently the young fledglings of the Luftwaffe were lucky to survive their first few missions. As the "experten" were killed off, there were few to replace them. Thus although fighter production reached tremendous heights during 1944, in many cases there were neither pilots nor fuel available, and the new aircraft sat on the ground awaiting destruction by Allied bombers and strafers.

Except on the Eastern Front, victories were now harder to obtain—not because of lack of targets, but because of the overwhelming numbers of the opposition, and the improved performance of both aircraft and pilots. Many pilots who had built up big scores by mid-1943 were able to add only a few more victories to their total during the course of the next two years.

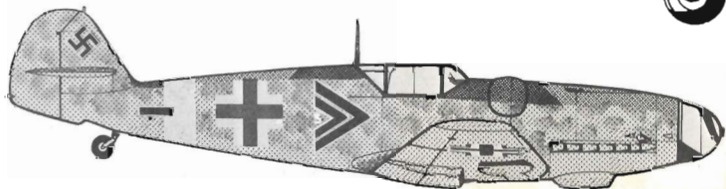
The German fighter pilots continued to fight to the very end of the war, often in chaotic conditions and against fearful odds. While losses continually rose after 1943, and many of the great names met their end in this period, a few



1/2

Above: Two views of one of Barkhorn's Bf 109Gs, note position and style of "Christl" beneath cockpit and open chevrons. Russia 1944.

Below: Starboard side details of above aircraft, identical with A4 except for minor differences. Note upper wing crosses on both aircraft are open white angles on camouflage.



Christl Christl

Variations of "Christl",
white on camouflage.



Right & below: Hpt. Gerhard Barkhorn, Gruppenkommandeur of 11./JG 52, Russia 1944. Note different style and position of "Christl" and closed chevron. Final score 301 victories.



others continued, despite all their trials, to emerge victorious until the very last day of the war. There was an individual triumph however, for the German fighter force had been decisively defeated long before this day was reached.

Despite the appearance of growing numbers of Fw 190s, and later of the Me 262 jet fighter, the Bf 109 remained the predominant German fighter from first to last, and was the classic mount of the "experten". By far the greater number of Luftwaffe pilots gained all, or a substantial part of their victories, whilst flying this aircraft. Indeed it can be said that in terms of victories claimed and "aces" produced, the Messerschmitt Bf 109 was undoubtedly the most successful fighter ever produced.

Quantities of Bf 109s were also supplied to Germany's allies, being used in combat by the Finns, Hungarians, Rumanians, Slovaks, Croats and Bulgarians in Eastern Europe, and by the Italians in the South. Many of the top-scoring fighter pilots of these nations gained all, or a good proportion of their scores, whilst flying the Messerschmitt fighter.

Let us now look at some brief details of the combat histories of the "experten" whose aircraft are illustrated in this volume, and in Aircams Nos. 39 and 40 (Messerschmitt Bf 109B/C/D/E and F/G).

Leutnant Jacob Arnoldy, 4./JG 77; 7 victories. Norway, spring 1940; April 1941 to Yugoslavia and Greece. 15 April 1941 shot down over Larissa airfield by F.Lt. John Mackie, RAF (7 victories) of 33 Squadron. Prisoner of war.

Oberleutnant Heinz "Pritzi" Bär, 1./JG 51 in 1939. First victory 25 September 1939; by late August 1940 top-scoring Luftwaffe N.C.O., with 7. Many victories over Russia from June 1941; commissioned, Knights' Cross July 1941 for 27. 60 victories and Oak Leaves by September. 100th on 19 May 1942, and then became Kommandeur IV./JG 51. Autumn 1942 with Swords to Knights' Cross, Kommandeur I./JG 77 and to North Africa. More than 60 victories here in six months.

June 1943 to Germany as Kommandeur II./JG 1 on home defence. 200th victory on 22 April 1944. Late in year Kommodore JG 7 on Me 262 jets, and top-scorer on these with 16 victories to bring total for war to 220 (21 four-engined bombers; 96 victories in all against Western Allies). Killed in flying accident in 1957.

Major Gerhard Barkhorn. To II./JG 52 summer 1940. First victories in Russia, July 1941. Knights' Cross August 1942 after 59 victories. 100th in December 1942, and 20 more in one month. Kommandeur of Gruppe, and Oak Leaves; fifth pilot to reach 200 on 30 November 1943.

Third to reach 250, and Swords awarded. 5 January 1945, scores 300th victory, then to JG 6 as Kommodore. April 1945 in JV 44 with Me 262s. Second ranking "experten" with 301. Serves in West German Luftwaffe as a General now.

Oberfeldwebel Heinrich Bartels. To JG 51 in 1941; 2 victories over Channel, then to Russia. April 1942 to 8./JG 5 in White Sea area. 47 victories here and Knights' Cross November 1942. Early 1943 to new IV./JG 27 in Balkans. Late in year over 20 victories over Aegean area in a few weeks. To Germany with Gruppe spring 1944. 23 December 1944 claimed P-47 over Bonn—99th victory, but shot down and killed—believed by US ace Lt.Col. David Schilling (22½ victories) of 56th Fighter Group.

Oberleutnant Artur Beese, JG 26. N.C.O. 1940—Staffelkapitän 1 Staffel in 1943. Killed in action 6 February 1944 after 22 victories (6 four-engined).

Hauptmann Heinz-Edgar Berres. To I./JG 77 in Russia as Lt., 1942; 6 victories. Autumn 1942 to North Africa where 26 in six months. Fighting over Sicily, and score up to 53 when shot down and killed by 322 Wing Spitfires on 25 July 1943, when escorting Ju 52s. Posthumous Knights' Cross.

Major Ernst Börgen. To II./JG 27 in 1940. Later Staffelkapitän 5 Staffel, then Kommandeur I./JG 27. 1 victory in Russia, 13 in North Africa. Late 1942 in Sicily, and score to 19 by summer 1943. Then home defence, and final score 45, 24 of last 29 being four-engined bombers. 19 May 1944 lost right arm after ramming bomber. Returned to operations and awarded Knights' Cross August 1944.

Oberleutnant Heinz Ebeling, 9./JG 26. 163 sorties in Battle of Britain—18 victories. Shot down over London 5 November 1940; baled out and prisoner. Knights' Cross awarded same day.

Major Heinrich Ehrler, joined 1./JG 5 in 1941 in Norway, flying in White Sea area. Staffelkapitän 6./JG 5 August 1942, and Knights' Cross in October after 41 victories. Kommandeur

III./JG 5 in January 1943; Oak Leaves in August, with 112. Later Kommodore JG 5 for defence of Norway and Finnish front. Court martialled after sinking of *Tripitz* and removed from command. Allowed to join Geschwaderstab of JG 7 with Me 262s. Killed 4 April 1945 when attacking US bombers. At least 204, possibly 220 victories, all in East. Believed shot down by US 8th Air Force "ace" Col. George Colee (10½ victories) of 364th Fighter Group.

Oberfeldwebel Albert Espenlaub, 1./JG 27. Flew in North Africa, getting 3 victories on Bf 109Es in 1941. Autumn 1941 11 in one month flying Bf 109Fs, but on 13 December 1941 crash-landed after combat and prisoner. Shot dead when trying to escape.

Oberleutnant Gerd Framm, 1./JG 27; 10 victories. Commanded 2 Staffel from February 1940–16 April 1941. 1 victory in West. Other details unknown.

Major Ludwig Franziska. Served in Poland, 1939, with 1./JG 1. To I./JG 27 in 1940, and 14 victories by April 1941. To North Africa and Knights' Cross after 22 victories. Shot down South African "ace" Capt. K. W. Driver (11 victories). Back to Germany late 1942 after 38 victories, 24 in Africa. Kommandeur of I./JG 27, and in December 1944 Geschwaderkommodore. Total 45 victories.

Generalleutnant Adolf Galland. Commissioned in secret Luftwaffe 1934. Served in Spain in 1937 and developed ground attack techniques. In 1939 ground attack pilot with IIS(J). JG 2, and flew Bf 109Ds in Poland.

April 1940 back on fighters with Stab/JG 27, and first victories on 12 May. To III./JG 26 as Kommandeur in June 1940 after 13 victories. Knights' Cross August 1940. Kommodore JG 26 on 22 August, and 40 victory total by end of month. Oak Leaves and Swords awarded, and 69 victories by June 1941. 94 victories by end of year and then promoted General-major as General der Jagdflieger after Mölders' death. Diamonds awarded in early 1942. Few flights in September 1943 in Fw 190s, and two B-17s claimed.

Often at variance with Goering. Demanded Goering's resignation in January 1945. Sacked, and allowed to form special JV 44 with Me 262s, and to recruit "experten" to fly them. In action spring 1945, and at least 7 in one month to bring score to 104.

Major Hans "Assi" Hahn one of original Luftwaffe fighter pilots. Staffelkapitän 4./JG 2 in 1939. Autumn 1940 Kommandeur III./JG 2, and on Channel Front until late 1942; one of most successful against RAF, with 68 victories. Awarded Knights' Cross and Oak Leaves. 1 November 1942 to Russia as Kommandeur II./JG 54. 100th on 26 January 1943, but force-landed on 21 February after 108 victories, and next seven years in prison camp.

Oberst Gotthardt Handrick, Olympic gold medallist. Staffelkapitän 2./JG 88 in Spain; 5 victories. Gruppenkommandeur I./JG 26 in 1939, and Geschwaderkommodore in June 1940. Subsequently led JG 77 in Balkans, then JG 5 in North Russia. Commanded 8 Jagd Division in Vienna. About 15 further victories in World War II.

Major Erich "Bubi" Hartmann, well-known as world's leading fighter "ace" with 352 victories; Knights' Cross, Oak Leaves, Swords and Diamonds. To JG 52 November 1942 at age 20, and first victory at once. Victories slow at first, but faster as technique improved; 34 by July 1943, but 95 by September. 200 by early 1944, and in July–August 1944 78 in four weeks. 11 in one day on 24 August, 4 in one sortie. Now met US formations over Rumania and claimed 7 P-51s during several missions—his only non-Russian victories. Kommandeur I./JG 52 on 1 February 1945. 8 May 1945, last day of war, obtained 253rd victory. During period at front made 12 crash-landings and baled out once; taken prisoner once, but escaped. After war sentenced to 25 years hard labour as "war criminal" for "sabotaging the Soviet war effort by destroying 352 aircraft"! Released after 10 years, and still serves in West German Luftwaffe.

Major Erich Hohagen in II./JG 51 in 1939. 10 victories during 1940, 20 victories in five weeks in Russia, early summer 1941. To Channel Front to JG 2, flying Fw 190s. To JG 27 later in war on Bf 109s again. Late 1944 Gruppenkommandeur in JG 7 on jets. End of war with JV 44. Shot down nine times, but 55 victories, 13 four-engined bombers. Knights' Cross in 1941. Served in West German Luftwaffe.

Major Gerhard Homuth in JG 27 in 1939. 15 victories in 1940, then to North Africa early in 1941 as Staffelkapitän 3./JG 27. 46 victories in Desert by late 1942, and received Knights' Cross, February 1943, with 63 total, as Air Attache at Sofia, Bulgaria. July 1943 Kommandeur I./JG 54 in Russia, but missing near Orel on 3 August 1943.



IV./JG 27

Marga

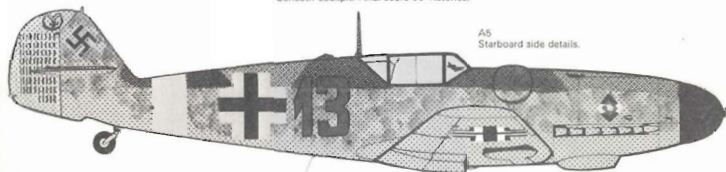
Bartels' personal insignia.



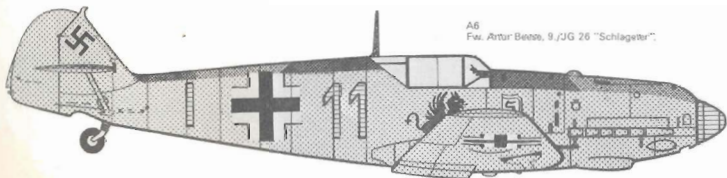
9./JG 26



Ofwr. Heinrich Bartels, IV./JG 27. Balkans/Aegean area, late 1943. Note "Marga" in white beneath cockpit. Final score 99 victories.



A5
Starboard side details.



A6
Fw. Artur Beeze, 9./JG 26 "Schlageter".

Oberleutnant Erwin Leykauf, III./JG 54 in Russia, where 8 night victories over light R-5 biplanes at Leningrad, summer 1942 (6 on night of 22 June). 28 of 33 victories in East, rest in West later in the war, attached to JG 26.

Hauptmann Werner Machold, one of first "experten" of World War II. Six victories with JG 2 in France, and 21 by September 1940. Knights' Cross, and Staffkapitän 7 Staffel, but shot down attacking convoy off Swanage on 6 June 1941 after 23 victories, and prisoner.

Hauptmann Hans-Joachim Marseille, one of most controversial of all pilots. Flew first with I./JG 2 and II./JG 52 in 1940, claiming 7 but being shot down four times. To I./JG 27 in April 1941 and to North Africa. During his well-publicised career in the Desert, he claimed 151 British aircraft by September 1942, receiving Knights' Cross with Oak Leaves, Swords and Diamonds, before being killed in an aircraft accident on 15 September. Undoubtedly one of the finest exponents of deflection shooting and dogfighting, and Luftwaffe top-scorer against the Western Allies.

Oberleutnant Egon Mayer flew with JG 2 1939-1944. 102 victories, all in West. First victory May 1940; 20 by August 1941. April 1943 Kommandeur III./JG 2 with 63 victories, Knights' Cross and Oak Leaves. Geschwaderkommodore during 1943, and on 5 February 1944 first pilot to reach 100 on Channel Front. 25 four-engined bombers in his score. Swords awarded on 2 March 1944, but same day shot down and killed by P-47s.

Oberleutnant Helmut Meckel, I./JG 53 over England and Russia. Knights' Cross August 1941 for 25 victories (14 East). Final score may have been up to 50. Injured in accident and unfit for operations. To Stab/JG 77 in Tunisia, 1943, but killed in aircraft crash, 8 May 1943.

Oberst Werner Mölders—first Luftwaffe "experte". To Spain in 1938 and top-scorer here as Staffkapitän 3 Staffel, claiming 14 Russian-built fighters July-November. Staffkapitän 3./JG 53 in 1939, then formed III./JG 53 as Kommandeur. 9 victories by 1 May 1940, and 20 by 29 May. First Knights' Cross for Jagdflieger. Shot down and prisoner of French; released on Armistice, and Kommodore JG 51. By end of 1940 had claimed 16 French and 39 British aircraft and received Oak Leaves.

Score at 68 by June 1941, then first to reach 100 in July 1941 over Russia; Swords and Diamonds awarded. After 101 since 1939, taken off flying and made Inspector der Jagdflieger. Killed in aircraft crash 22 November 1941 flying home for General Udet's funeral. JG 51 named Mölders Geschwader in his memory.

Major Joachim Müncheberg, with JG 26 in 1939, and first victory 7 November. Staffkapitän 7 Staffel 7./JG 26 in August 1940, Knights' Cross for 20 victories next month. Early 1941 to Sicily, where he claimed 19 Hurricanes over Malta. Five more victories in Desert during brief period here, and back to France as Kommandeur II./JG 26.

July 1942 to JG 51, and 33 victories in Russia. September 1942 Swords for 103 victories. October to Africa as Kommodore JG 77. 19 victories here, but killed in collision with American Spitfire after his 135th victory.

Oberleutnant Hans "Fips" Philipp, in I./JG 76 in 1939; one victory in Poland. August 1940 Staffkapitän 4./JG 54, and 20 victories by October, getting Knights' Cross. Flew over Balkans in April 1941, then Russia. Score 62 by August 1941, and 82 the following March when awarded Swords to follow Oak Leaves. Now Kommandeur I./HG 54 and on 31 March 1942 fourth to reach 100. 17 March 1943 4 victories to reach 203, now flying over Finland. April 1943 to Germany as Kommodore JG 1 on home defence. Killed 8 October 1943 by P-47s, after 206 victories, 29 of them in the West.

Major Rolf Peter Pingel flew in Spain, getting 4 victories. In 1939 led 2./JG 53; Kommandeur I./JG 26 in August 1940, Knights' Cross in September for 15 victories. Crash-landed near Dover on 10 July 1941 in a new BF 109F and became prisoner of war. 26 victories, 22 since September 1939.

Leutnant Heinz "Heino" Sachsenberg, also known as "Wummersch", cousin of W.W. I ace, Gotthard Sachsenberg. To 6./JG 52 late in 1942, and first victory in spring 1943. 8 June 1944 had 100, all in East, and awarded Knights' Cross. Badly wounded on 23 August, but left hospital in 1945 to fly Me 262s in JV 44, claiming 1 victory to bring score to 104. Died from his wounds in 1951.

Hauptmann Siegfried Schnell flew with II./JG 2 on the Channel Front, claiming 20 victories during 1940 as an N.C.O. Received Knights' Cross, commissioned, and led

9 Staffel during 1941. Oak Leaves in July after 40 victories. Claimed 5 during Dieppe landings, 19 August 1942, to bring score to 70. May 1943 to Russia as Kommandeur III./JG 54, and February 1944 led IV./JG 54. Killed in combat with Russian fighters, 25 February 1944 after 93 victories, 87 in the West.

Major Günther Scholz flew in Russia with JG 54 and JG 5, claiming at least 32 victories, and possibly 34. He received the German Cross in Gold during 1942.

Major Werner Schroer served with I./JG 27 in France and North Africa. First victory in April 1941, then shot down and wounded. Six more by end of year, then in 1942 to III./JG 27. By November second-ranking "experte" in Desert with 61 victories and a Knights' Cross. April 1943 Kommandeur of II./JG 27 in Sicily, and 12 more victories here in a few weeks. Returned to Germany on home defence, and score 84 by August 1943—Oak Leaves. March 1944 Kommandeur III./JG 54 on Eastern Front and 12 more here, but then to Unit Commanders' School. February 1945 Kommodore JG 3. 114 victories by end of war, 26 four-engined bombers.

Hauptmann Otto Schultz, II./JG 51. To unit in 1940, and first victory in Russia, 11. Over 30 by November 1942, and then to Tunisia; 20 more victories here, and Knights' Cross in March 1943, with score at 51. Returned to Eastern Front later, then home defence. Commissioned, and final score 73, 33 against Western Allies, including 8 four-engined.

Major Rudolf Sinner, an Austrian, served with I and II./JG 27 in Africa, claiming 32 victories. Later on home defence, and Kommandeur III./JG 7 on jets in 1945. Shot down on 4 April and wounded, after a total of 36 victories.

Hauptmann Horst Tietzen claimed first 7 victories in Spain with J.88. Staffkapitän 5./JG 51 in 1939, and on 17 August 1940 fourth pilot to claim 20 French and British aircraft. Shot down and killed next day—it is believed by Sqdn.Ldr. Peter Townsend (11 victories) of 85 Squadron, RAF. Posthumous Knights' Cross.

Oberst Hannes Trautloft, although fairly modest scorer, was one of great "characters" of Jagdflieger. Four victories in Spain on He 51 biplanes, and in 1939 commanded 2./JG 77. Kommandeur III./JG 51 soon after, and Kommodore JG 54 in summer 1940. Led Geschwader in Balkans and Russia, and Knights' Cross for 20 in July 1941. Final score included 45 Russian aircraft and 8 in the West. In 1943 became Inspector of Day Fighters in the East, but in January 1945 was sacked in the rebellion against Goering and sent to command 4 Flieger-Schule Division. Now a senior officer in the West German Luftwaffe.

Hauptmann Franz von Werra was Adjutant of II./JG 3 in 1940, but was shot down on 5 September by F.Lt. J. T. Webster (16 victories) of 41 Squadron, RAF, after 8 victories in the air and 5 destroyed on the ground. Awarded Knights' Cross. After several escape attempts, reached neutral US from Canada, and returned to Germany. Posted as Kommandeur I./JG 53 in Russia, and claimed 13 more victories, but killed in an aircraft crash over the North Sea on 25 October 1941.

Major Helmut Wick was most outstanding "experte" of summer 1940. Joined I./JG 53 in 1939, and first victory on 22 November. To command 3./JG 2 after Battle of France, and Knights' Cross in August 1940 for 20 victories. Kommandeur of I./JG 2 in September, and Oak Leaves in October for 42. Overtook Mölders during autumn to become Luftwaffe No. 1, and Kommodore JG 2. 28 November claimed 2 to bring his score to 56, but then shot down by F.Lt. John Dundas (18 victories) of 609 Squadron, RAF. Dundas was then shot down by Wick's wingman, and both pilots were lost. Wick was seen to bale out, but was not found.

Oberst Wolf-Dietrich "Fürst" Wilcke transferred to the Luftwaffe from the army, and Staffkapitän 7./JG 53 in 1939. Kommandeur III./JG 53 in 1940, and flew in Russia in 1941. Knights' Cross in August 1941 for 13 in West and 12 in East. Flew over Malta later in year, then back to East and joined Geschwaderstab JG 3; 100th in September 1942, receiving Oak Leaves. Kommodore JG 3, and fourth pilot to reach 150 in December 1942. Awarded Swords and returned to home defence. By early 1944 162, including 25 in West, but killed by P-51s in combat on 23 March 1944.

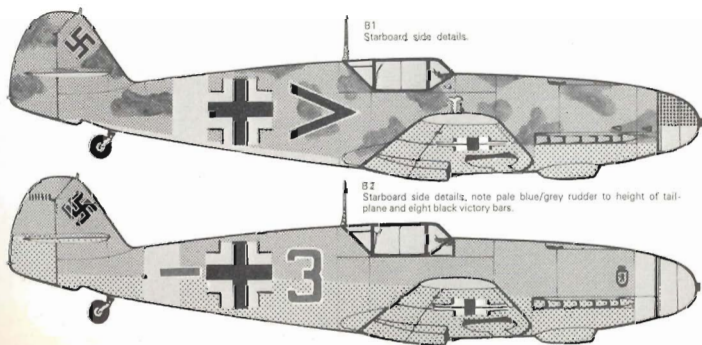
Leutnant Oskar Zimmermann to 8./JG 51 in Russia, January 1942; 6 victories here. April 1944 to 9./JG 3 on home defence, and Knights' Cross in October with score at 28. 20 more by end of war, 14 of his 48 victories being over heavy bombers.

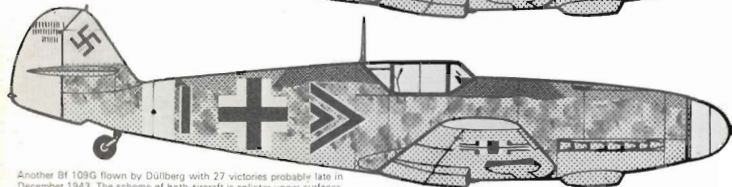
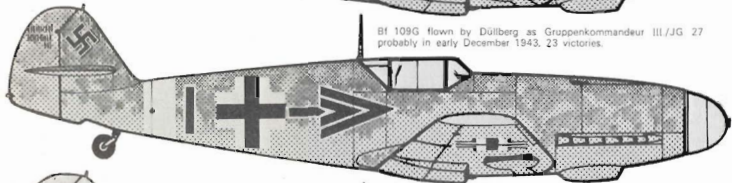
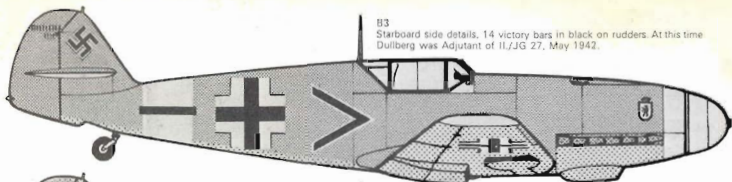


Oblt. Ernst Börngen, 5./JG 27, North Africa, July 1942. Eight, final score 4½ victories



Lt. Heinz-Edgar Berres, Adjutant I./JG 77, Tunisia, spring 1942. At this time Berres had between 25-30 victories. Final score 53 victories.





Obitt Ernst Düllberg standing alongside one of his Bf 109Gs he flew whilst Gruppenkommandeur III./JG 27, 1943-1944. Final score 50 victories

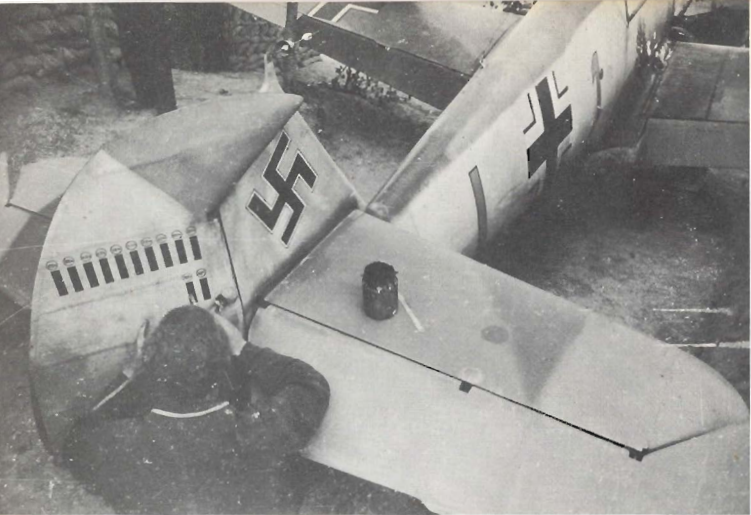




I/JG 27

Ofw. Albert Espenlaub, I/JG 27, Libya, December 1941. The photographs show Espenlaub standing in front of and in the cockpit of his Bf 109E-7/Trop. see title page for starboard side details of B6. Shot down and crash-landed on 13.12.41 flying Bf 109F and Espenlaub became POW, later shot whilst trying to escape. Final score 14 victories.

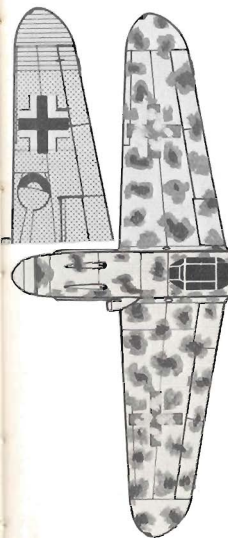




Port and starboard shots of the Bf 109E flown by Oblt. Heinz Ebeling, Staffelfkapitan of 9./JG 26 "Schlageter". The staffel sign-writer is putting the finishing touches to his twelfth victory bar, note the circle above with date. Caffiers, France, 1940. Final score 18 victories. Starboard side identical with B4.



Wing under surface detail.

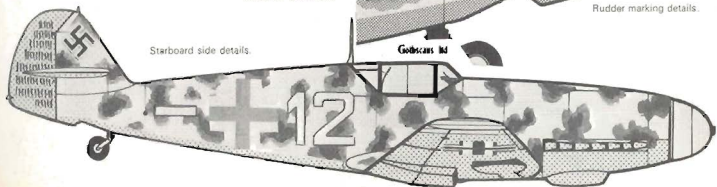


Upper surface details, note the grey crosses have been roughly over-painted in off-white.

★
27.3.43

Victory bar detail, red star, date in black on white bar.

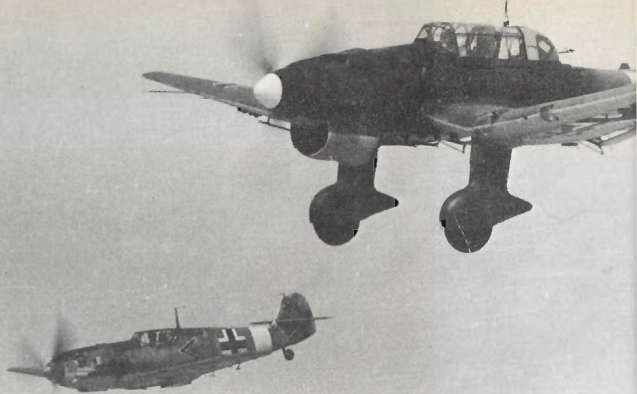
Starboard side details.



Rudder marking details.



Oblt. Heinrich Ehrler, 6/JG 5 "Eismeer", Petsamo, Finland, March 1943. 78. final score 205 victories.



Above: Bf 109E-4/Trop flown by Franzisket forming with a Junkers Ju 87 of II./St.G 2 over the Western Desert. Scheme is normal European splinter and pale blue/grey with grey dapple on fuselage sides. Starboard side identical with C2.

Right: Oblt. Ludwig Franzisket, Adjutant I./JG 27, Libya, April 1941, 14, final score 43 victories.

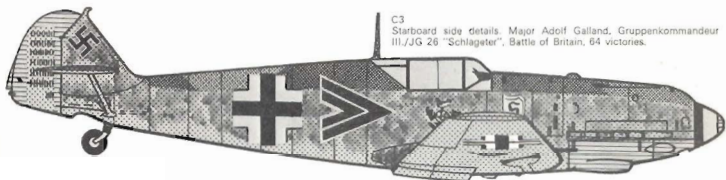


I./JG 27.





Generalleutnant Adolf Galland, General of Fighters, on a visit to III./JG 77 at Jazi, Romania, 26 January 1944. Final score 104 victories. (Hans Obert)



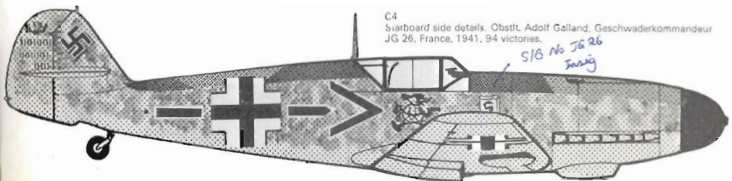
C3
Starboard side details. Major Adolf Galland, Gruppenkommandeur
III./JG 26 "Schlageter", Battle of Britain, 64 victories.



"Mickey Mouse", personal insignia.



JG 26 "Schlageter".



C4
Starboard side details. Obstdt. Adolf Galland, Geschwaderkommandeur
JG 26, France, 1941, 94 victories.



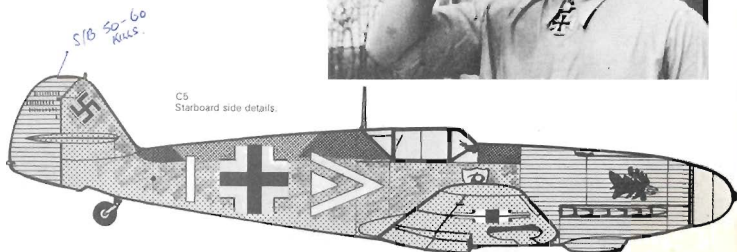
Hpt. Hans "Assi" Hahn, Kommandeur II./JG 2 "Richthofen",
St. Pol, France, July 1941, and right, in less formal mood.
31, final score 108 victories.



JG 2 "Richthofen"



III./JG 2 "Richthofen".

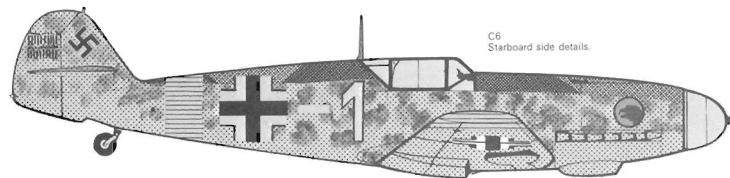




JG 51 "Mölders".



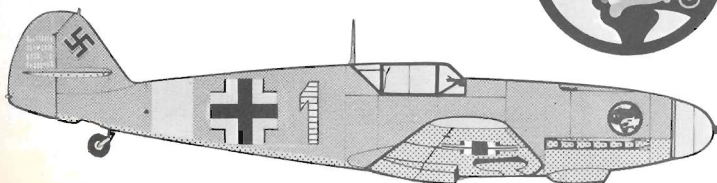
Oblt. Erich Hohagen, 4./JG 51 "Mölders",
start of Russian campaign, June 1941. 25,
final score 55 victories.



C6
Starboard side details.

D1
Starboard side details of Bf 109F flown by Oblt. Gerhard Homuth, 3./JG 27. 40. final score
63 victories.

1./JG 27





The top and bottom photographs on this page show the port and starboard sides of one of the Bf 109Fs flown by Oblt. Hans-Joachim Marseille, W.Nr. 1593, probably on Gazala landing ground in early February 1942. The centre picture shows Marseille walking away from another of his Bf 109Fs W.Nr. 137, Gazala, June 1942.



The 50th victory bar being painted
on the rudder of 5237 with
Marsaille in attendance, Gazala.

10/37

Three-quarter rear view of Marsaille's
Bf 109F W.Nr 5496, Quotafiya,
North Africa, 30 September 1942.

10/37





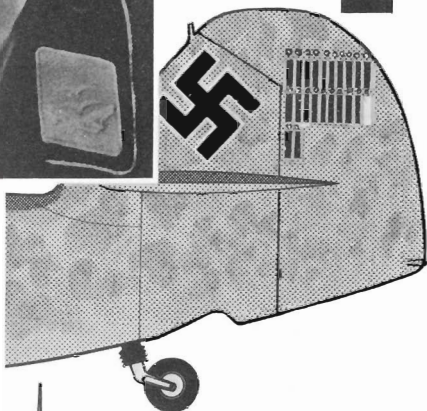
Lt. Helmut Meckel, 1./JG 3 "Udet", Russia, July 1941,
22, final score 25 plus victories. K.I.F.A. 8.5.43.



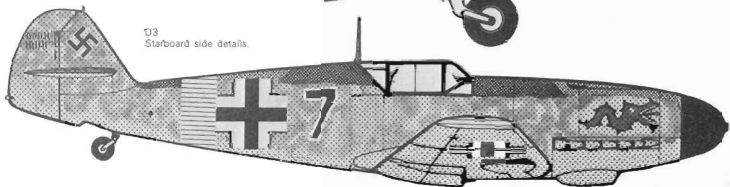
1./JG 3 "Udet".



Victory tab details.

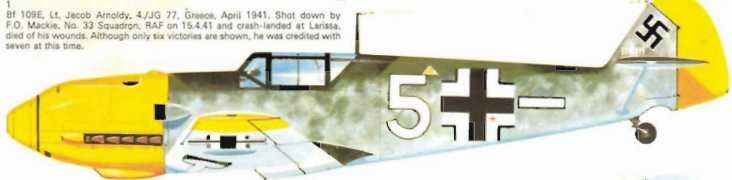


Rudder detail, note one white tab which may indicate as
aircraft destroyed on the ground.



D3
Starboard side details.

1 Bf 109E, Lt. Jacob Arnoldy, 4/JG 77, Greece, April 1941. Shot down by F.O. Mackie, No. 33 Squadron, RAF on 15.4.41 and crash-landed at Larissa, died of his wounds. Although only six victories are shown, he was credited with seven at this time.



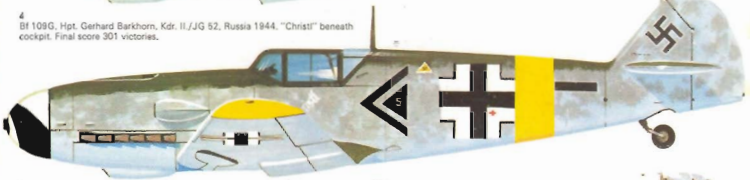
2 Bf 109E, Fw. Heinz Bär, 1/JG 51, France early summer 1940. Seven victories.



3 Bf 109F, Hpt. Heinz Bär, Kdr. IV/JG 51, Russia, 1942, 103, final score 220 victories.



4 Bf 109G, Hpt. Gerhard Barkhorn, Kdr. II/JG 52, Russia 1944. "Christi" beneath cockpit. Final score 301 victories.



5 Bf 109G, Ofw. Heinrich Bartels, IV/JG 27, Balkans/Aegean area, late 1943. "Marga" beneath cockpit. 75, final score 99.



6 Bf 109E, Fw. Artur Biese, 9/JG 26, France, August 1940. 22 victories.



1
Bf 109G, Lt. Heinz-Edgar Berres, Adj. I./JG 77, Tunisia, spring 1943. At this time Berres had between 25–30 victories. Final score 53 victories.



2
Bf 109F, Oblt. Ernst Börngen, 5./JG 27, North Africa, July 1942. Eight, final score 45 victories.



3
Bf 109F, Oblt. Ernst Dülberg, Adj. II./JG 27, North Africa, May 1942. 14, final score 50 victories.



4
Bf 109E, Oblt. Heinz Ebeling, 9./JG 26, France, summer 1940. 18 victories.



5
Bf 109G, Oblt. Heinrich Ehrler, 6./JG 5, Petsamo, Finland, March 1943. 78, final score 205 victories.

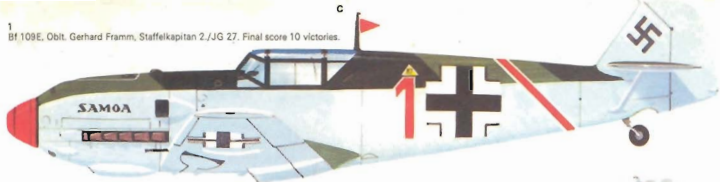


6
Bf 109F, Ofw. Albert Espenlaub, I./JG 27, Libya, December 1941. Shot down and crash-landed 13.12.41 and Espenlaub became POW, later shot trying to escape. 14 victories.



1

Bf 109E, Oblt. Gerhard Framm, Staffelführer 2./JG 27. Final score 10 victories.



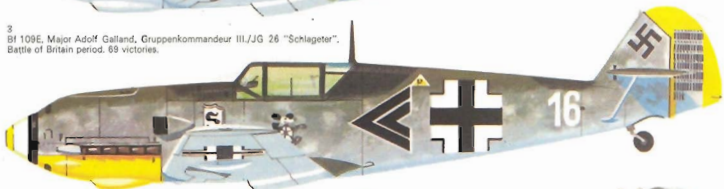
2

Bf 109E, Oblt. Ludwig Franzisket, Adjutant I./JG 27, Libya 1941. 14, final score 43 victories.



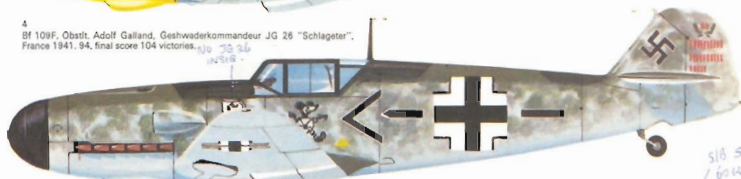
3

Bf 109E, Major Adolf Galland, Gruppenkommandeur III./JG 26 "Schlageter". Battle of Britain period. 69 victories.



4

Bf 109F, Oblt. Adolf Galland, Geschwaderkommandeur JG 26 "Schlageter", France 1941. 94, final score 104 victories.



5

Bf 109F, Hpt. Hans "Assi" Hahn, Kommandeur III./JG 2 "Richthofen", St Pol, France, July 1941. 31, final score 108 victories.



6

Bf 109F, Oblt. Erich Hohagen, 4./JG 51 "Mölders". At the start of the Russian campaign, June 1941. 25, final score 55 victories.





7./JG 27



8./JG 27



JG 51 "Mölders"



JG 51 "Mölders" 1944



1./JG 51 "Mölders"



11./JG 51 "Mölders"



11./JG 51 "Mölders"



11./JG 51 "Mölders" 1943-1945



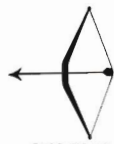
11./JG 51 "Mölders"



11./JG 51 "Mölders"



1./JG 51 "Mölders"



7./JG 51 "Mölders"
(White)



8./JG 51 "Mölders"



JG 52



1./JG 52 1940-1941



1./JG 52 1940-1941



1./JG 52 1941



11./JG 52
-1941



11./JG 52
1941-



2./JG 52



2./JG 52



2./JG 52



3./JG 52



4./JG 52



6/JG 52



9/JG 52



JG 53 "Pik As"



JG 54 "Grunherz"



I/JG 54 "Grunherz"



II/JG 54 "Grunherz"



III/JG 54 "Grunherz"



IV/JG 54 "Grunherz"



1/JG 54 "Grunherz"



7/JG 54 "Grunherz"



7/JG 54 "Grunherz"



8/JG 54 "Grunherz"



9/JG 54 "Grunherz"



1/JG 77 (I/JG 5)



1/LG 2 (I/JG 77)



II/JG 77



III/JG 77



3/LG 2 (3/JG 77)



JG 84



7/JG 107



3/JG 293
(3/JG 51)



JG 300



1/JG 400



2/JG 400

1
Bf 109F, Oblt. Gerhard Homuth, 3./JG 27, Libya, February 1942, 40, final score 63 victories.



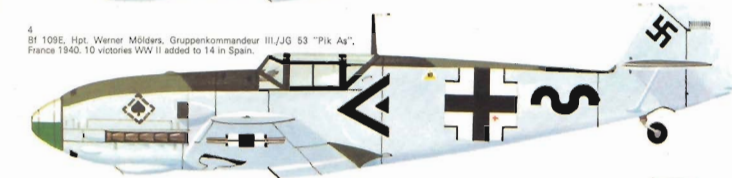
2
Bf 109F, Lt. Egon Mayer, 7./JG 2 "Richthofen", France, summer 1941, 21, final score 102 victories.



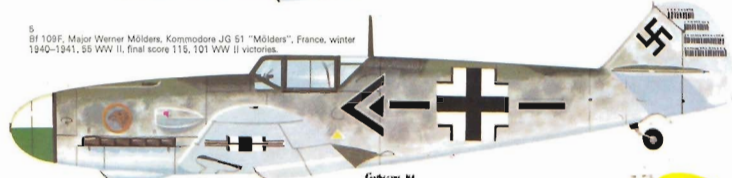
3
Bf 109F, Lt. Helmut Meckel, 1./JG 3 "Udet", Russia, July 1941, 22, final score at least 25 victories.



4
Bf 109E, Hpt. Werner Mölders, Gruppenkommandeur III./JG 53 "Pik As", France 1940. 10 victories WW I added to 14 in Spain.



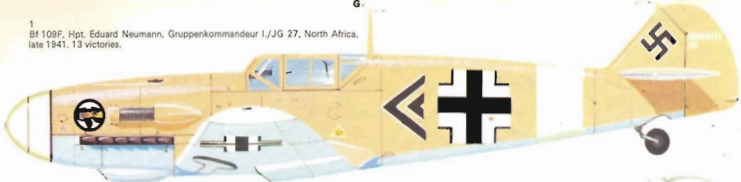
5
Bf 109F, Major Werner Mölders, Kommodore JG 51 "Mölders", France, winter 1940-1941, 55 WW II, final score 116, 101 WW II victories.



6
Bf 109E, Oblt. Joachim Müncheberg, 7./JG 26 "Schlageter", Mediterranean area, mid-1941, 24, final score 135 victories.



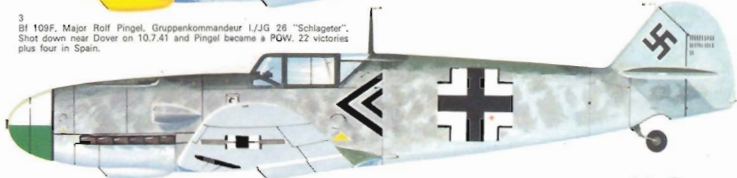
1
Bf 109F, Hpt. Eduard Neumann, Gruppenkommandeur I/JG 27, North Africa,
late 1941. 13 victories.



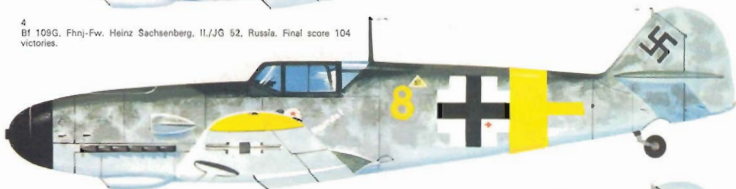
2
Bf 109F, Hpt. Hans Phillip, Kommodore I/JG 54 "Grunherz", Russia, March
1944. 90, final score 206 victories.



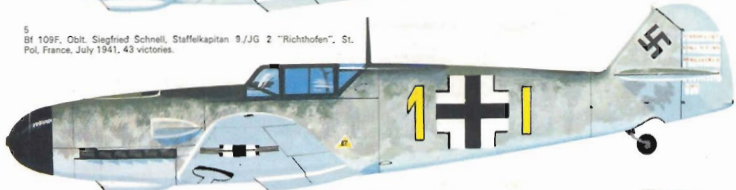
3
Bf 109F, Major Rolf Pingel, Gruppenkommandeur I/JG 26 "Schlageter".
Shot down near Dover on 10.7.41 and Pingel became a POW. 22 victories
plus four in Spain.



4
Bf 109G, Fhnj-Fw. Heinz Sachsenberg, II/JG 52, Russia. Final score 104
victories.



5
Bf 109F, Oblt. Siegfried Schnell, Staffelfkapitan 9/JG 2 "Richthofen", St.
Pol, France, July 1941. 43 victories.



6
Bf 109F, Oblt. Siegfried Schnell, Staffelfkapitan 9/JG 2 "Richthofen", Thérville,
France, late May 1942. 57, final score 93 victories.



1
Bf 109F, Fw. Otto Schultz, 4./JG 51 "Mölders", Russia, July 1941, 11, final score 73 victories.



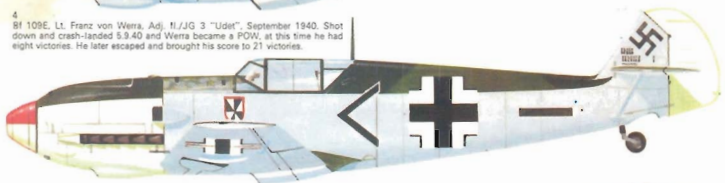
2
Bf 109F, Oblt. Rudolf Sinner, 8./JG 27, Libya, spring 1942. Six, final score 39 victories.



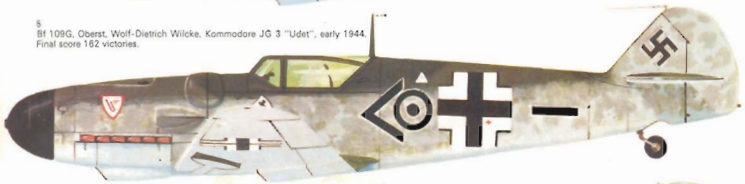
3
Bf 109E, Hpt. Horst Tietzen, 5./JG 51 "Mölders", France, July 1940, 15, final score 20 WW II plus seven in Spain.



4
Bf 109E, Lt. Franz von Werra, Adj. II./JG 3 "Udet", September 1940. Shot down and crash-landed 5.9.40 and Werra became a POW, at this time he had eight victories. He later escaped and brought his score to 21 victories.



5
Bf 109G, Oberst. Wolf-Dietrich Wilcke, Kommodore JG 3 "Udet", early 1944. Final score 162 victories.



6
Bf 109G, Lt. Oskar Zimmermann, 9./JG 3 "Udet", 1944, 30, final score 48 victories.

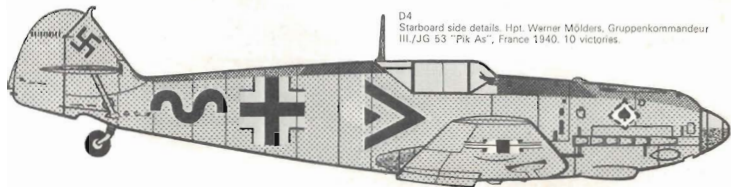




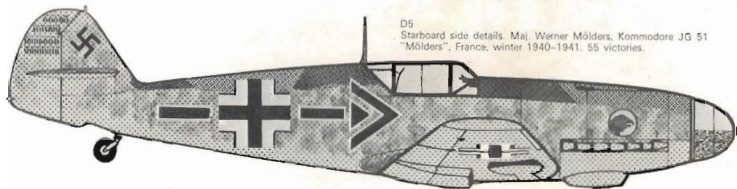
JG 53 "Pik As".

Major Werner Mölders, Kommodore JG 51 "Mölders" talking with Herman Goering. Mölders eventually became General of Fighters, K.J.F.A. 22.11.41. Final score 101 WW II plus 14 in Spain.

JG 51 "Mölders".



D4
Starboard side details. Hpt. Werner Mölders, Gruppenkommandeur III./JG 53 "Pik As", France 1940. 10 victories.



D5
Starboard side details. Maj. Werner Mölders, Kommodore JG 51 "Mölders", France, winter 1940-1941. 55 victories.



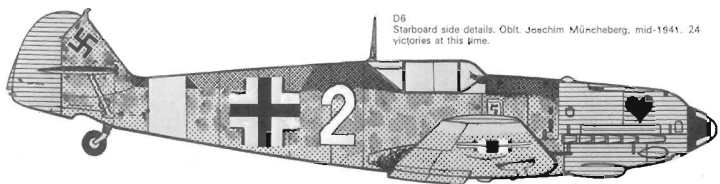
Bf 109E flown by Oblt. Joachim Müncheberg, 7./JG 26 "Schlageter" in company with a Bf 110C of ZG 26 "Horst Wessel" and a pair of He 111s on a desert landing ground.



7./JG 26 "Schlageter"



JG 26 "Schlageter"



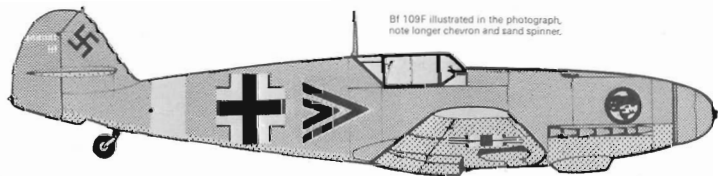
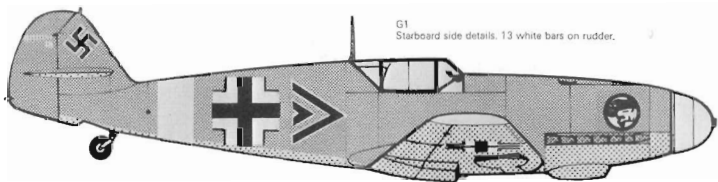
D6
Starboard side details. Oblt. Joachim Müncheberg, mid-1941. 24
victories at this time.



Hpt. Eduard Neumann in the cockpit of his Bf 109F, Gruppenkommandeur I./JG 27, North Africa, late 1941. 13 victories.



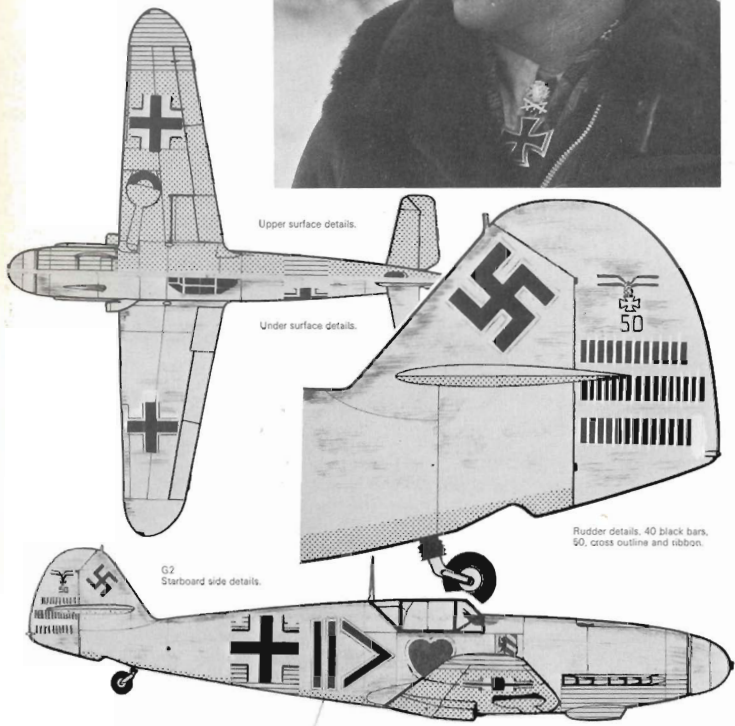
I./JG 27.





I/JG 54 "Grunherz".

Hpt. Hans Phillip, Kdr. I/JG 54 "Grunherz",
Russia, March 1942. 90 victories, final score
206. K.I.A. 8.10.43.

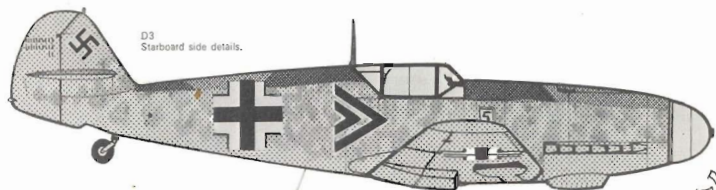




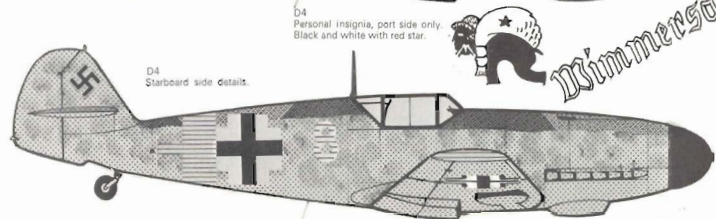
Maj Rolf Pingel, I./JG 26 "Schlageter". Shot down near Dover 10.7.41 and Pingel made POW. 22 WW II victories plus four in Spain.



Fhnj-Fw Heinz Sachsenberg, II./JG 52, **Russia**. Final score 104 victories.



D3
Starboard side details.

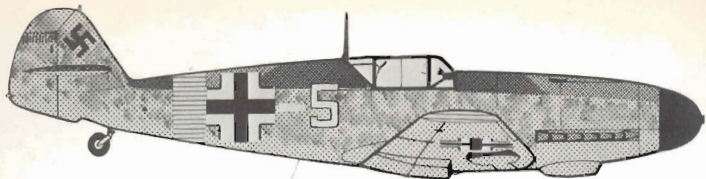


D4
Starboard side details.

D4
Personal insignia, port side only.
Black and white with red star.



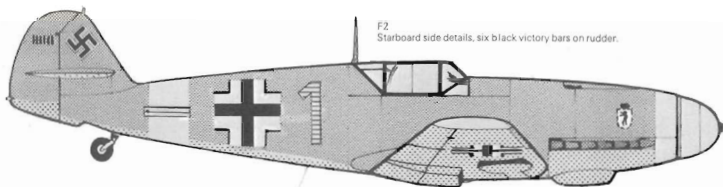
Wimmeral



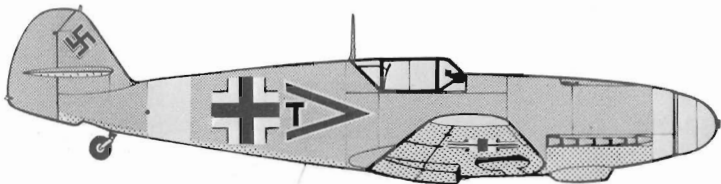
H1
Starboard side details. Fw. Otto Schultz, 4./JG 51 "Mölders", Russia,
July 1941. 11 victories, final score 73 victories.

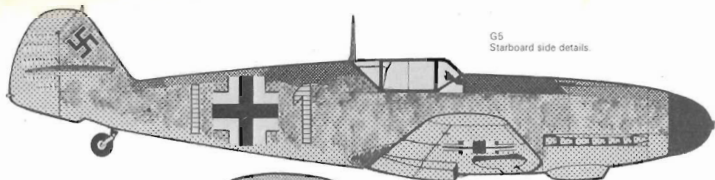


Oblt. Rudolf Sinner (centre) sitting on the wing of his Bf 109F-4/Trop.
6./JG 27, Libya, spring 1942. Six victories at time, final score 39.



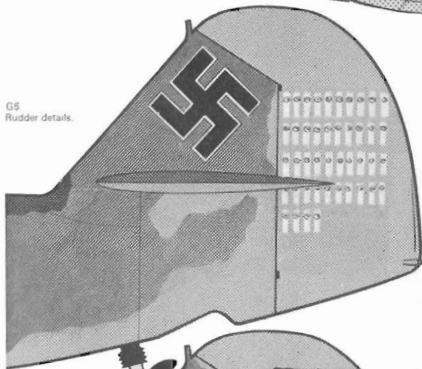
F2
Starboard side details, six black victory bars on rudder.



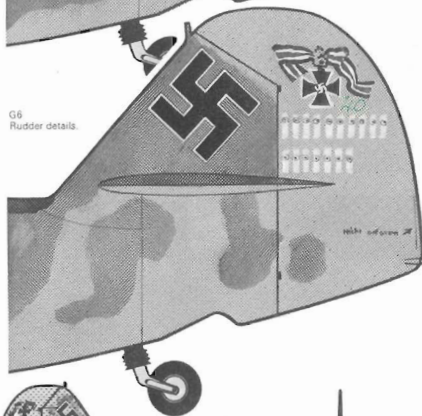


G5
Starboard side details.

G5
Rudder details.



G6
Rudder details.

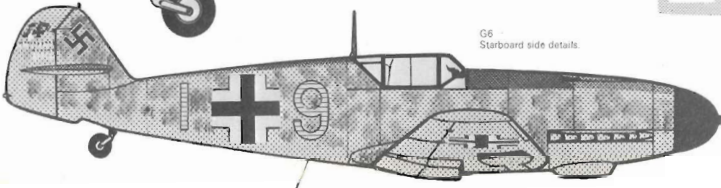


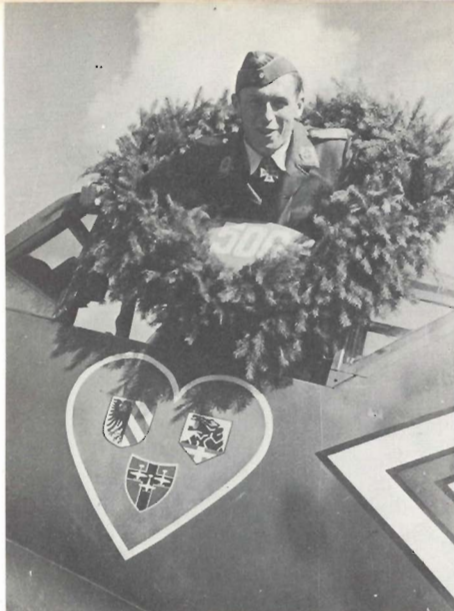
Oblt. Siegfried Schnell, Staffelführer 9./JG 2
"Richthofen". Final score 93 victories.

White bar on camouflage
with RAF roundel.



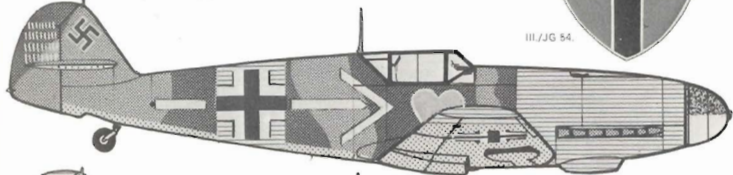
G6
Starboard side details.



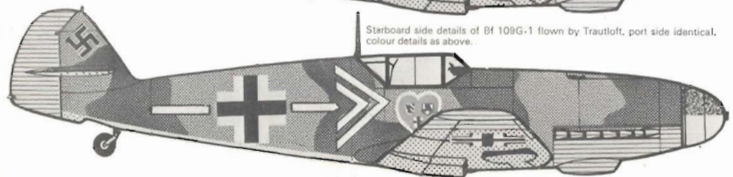


Major Hannes Trautloft, Kommodore JG 54 "Grunherz" in the cockpit of his Bf 109G-1, Russia, spring 1942. Note the three Gruppen insignia in the "Grunherz". Photo taken at the time of the 500th victory of the Geschwader.

Starboard side details of a Bf 109F flown by Trautloft, colour details side-view in AIRCAM No. 40. 35 white victory bars on rudder.



Starboard side details of Bf 109G-1 flown by Trautloft, port side identical, colour details as above.



JG 54 "Grunherz".



I./JG 54



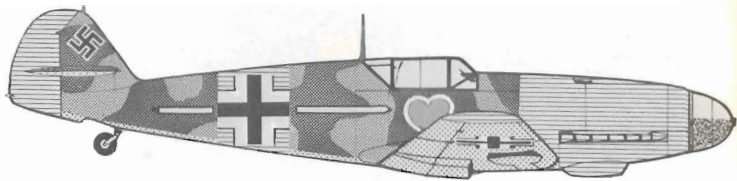
II./JG 54



III./JG 54.



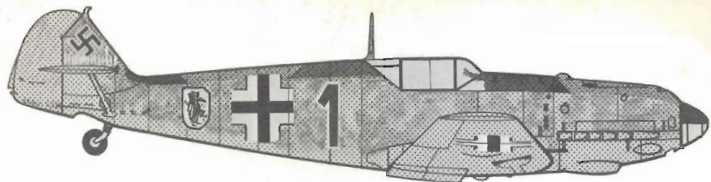
Major Hannes Trautloft standing alongside one of his Bf 109Fs.



Starboard side details of aircraft illustrated above, port side identical, for colour details see AIRCAM No. 40, D4 though this side-view illustrates the same aircraft with the addition of a single chevron.

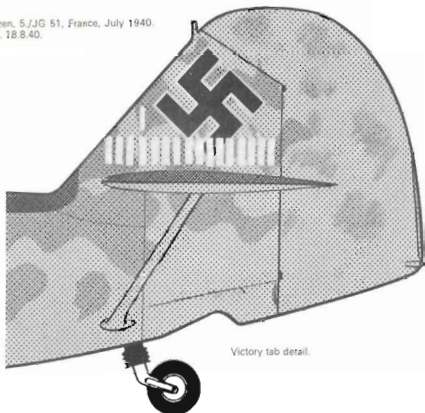
Rear view of the Bf 109G-1 illustrated on the facing page.





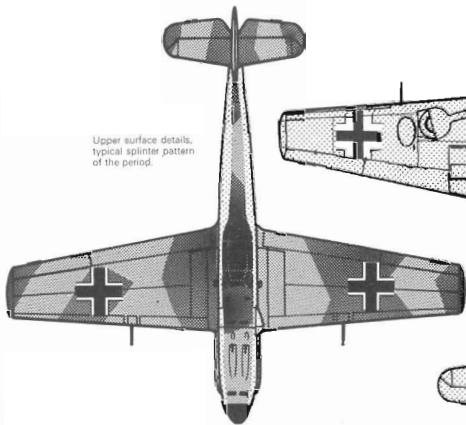
F3
Starboard side details of Bf 109E flown by Hpt. Horst Tietzen, 5./JG 51, France, July 1940.
11 victories, final score 20 WW II plus seven in Spain, K.I.A. 18.8.40.

11./JG 51 "Molders"

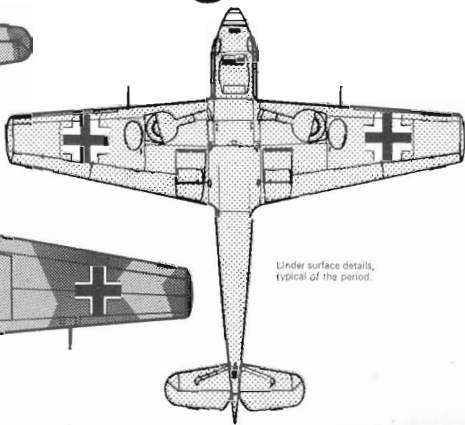


Victory tab detail.

Upper surface details,
typical splinter pattern
of the period.



Under surface details,
typical of the period.





Lt. Franz von Werra, Adjutant II/JG 3 "Udet", September 1940. The Bf 109E illustrated was shot down and crash-landed on 5.9.40 and von Werra became a POW. At this time he had 8 air victories plus 5 aircraft destroyed on the ground. He later escaped and brought his score up to 21 victories. K.I.F.A. 25.10.41.

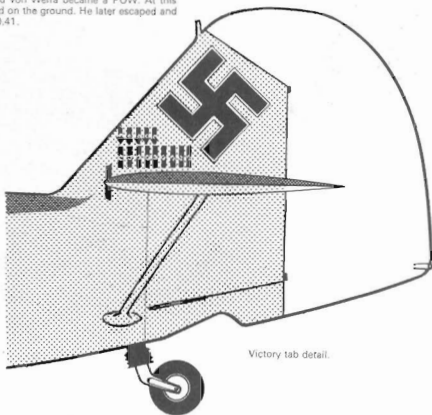


II./JG 3 "Udet".

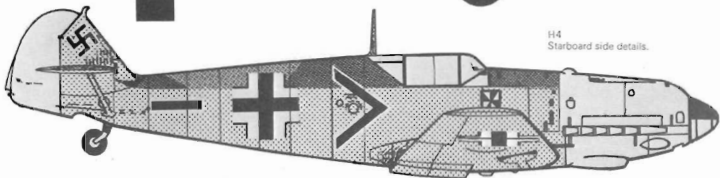
Tab detail, ground.



Tab detail, air.



Victory tab detail.



H4
Starboard side details.

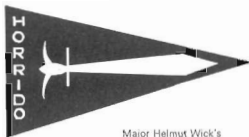


Port and starboard nose detail of the Bf 109E flown by Major Helmut Wick whilst he was Gruppenkommandeur I./JG 2 "Richtshofen", Battle of Britain period, September/October 1940, note at this time the engine cowling is all white, 42 victories.





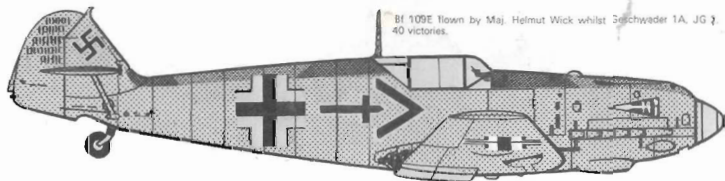
JG 2 "Richthofen".



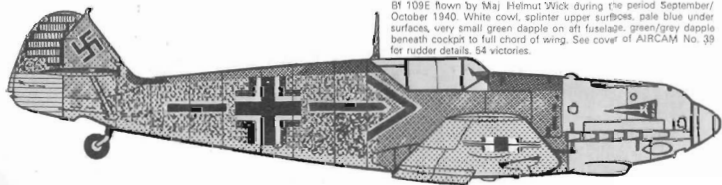
Major Helmut Wick's personal insignia, red pennant white details.



Major Helmut Wick, Kommodore JG 2 "Richthofen", Beaumont, France, November 1940. Final score 56 victories.



Bf 109E flown by Maj. Helmut Wick whilst Geschwader 1A, JG 2, 40 victories.



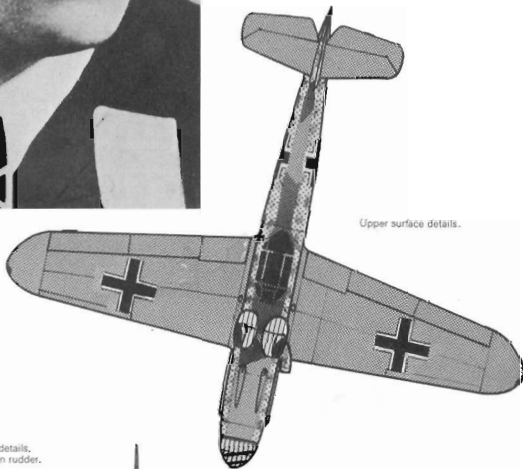
Bf 109E flown by Maj. Helmut Wick during the period September/October 1940. White cowl, splinter upper surfaces, pale blue under surfaces, very small green dapple on aft fuselage, green/grey dapple beneath cockpit to full chord of wing. See cover of AIRCAM No. 39 for rudder details. 54 victories.



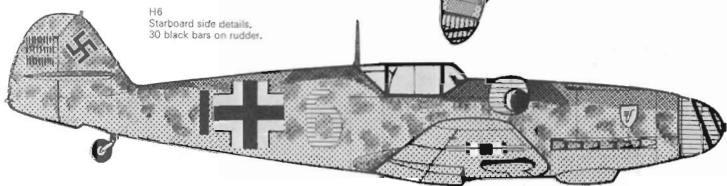
Lt. Oskar Zimmermann, 9./JG 3 "Udet".
Final score 48 victories.



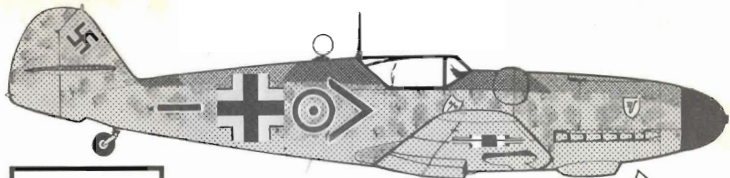
JG 3 "Udet".



Upper surface details.



H6
Starboard side details,
30 black bars on rudder.



H5
Starboard side details. Bf 109G flown by Oberst Wolf-Dietrich Wilcke,
Kommodore JG 3, early 1944. Final score 162 victories, K.I.A. 23.3.44.

JG 3 "Udet".

III./JG 3 "Udet"



GRUPPE, STAFFEL AND COMMAND INSIGNIA

I GRUPPE	1 4 7	STAFFEL	NIL	WHITE
II GRUPPE	2 5 8	STAFFEL	IS	RED
III GRUPPE	3 6 9	STAFFEL	I	YELLOW



GESCHWADER-KOMMODORE

MAJOR STAFF



GESCHWADER-ADJUTANT

GRUPPEN-KOMMANDEUR



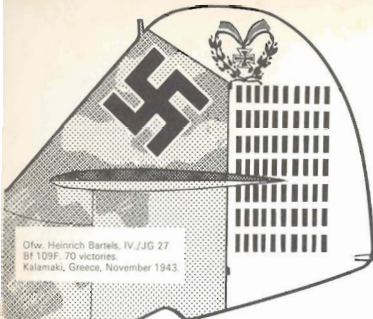
GESCHWADER I A

GRUPPEN-ADJUTANT

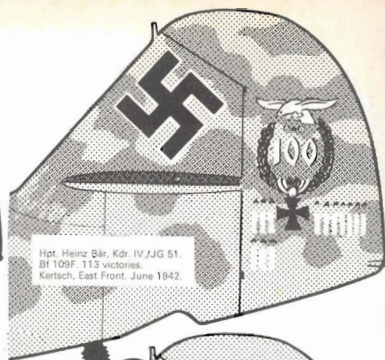


GESCHWADER-TO

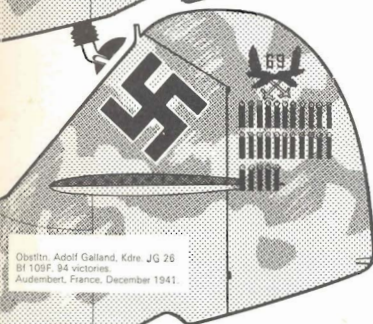
GRUPPEN-TO (Technical Officer)



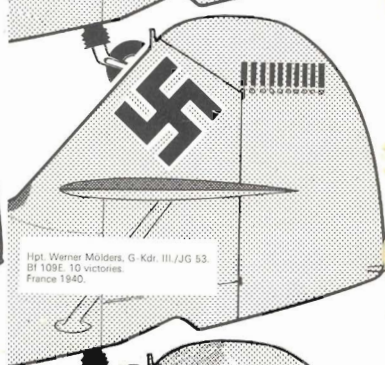
Oflw. Heinrich Bartels, IV./JG 27
 Bf 109F, 70 victories.
 Kalamaki, Greece, November 1943.



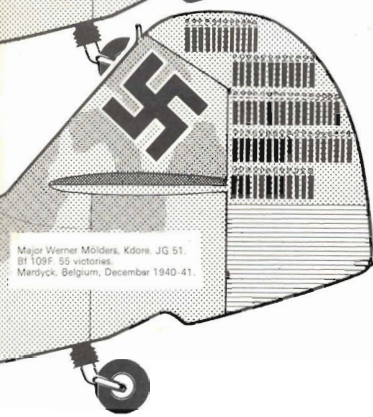
Hpt. Heinz Bär, Kdr. IV./JG 51.
 Bf 109F, 113 victories.
 Kertsch, East Front, June 1942.



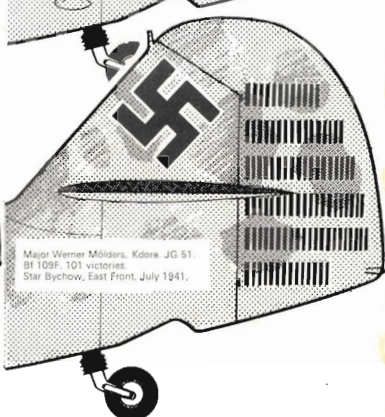
Obstlt. Adolf Galland, Kdr. JG 26
 Bf 109F, 84 victories.
 Audembert, France, December 1941.



Hpt. Werner Mölders, G-Kdr. III./JG 53.
 Bf 109E, 10 victories.
 France 1940.

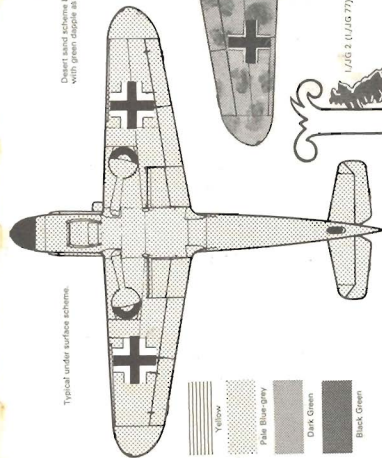
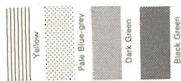


Major Werner Mölders, Kdr. JG 51.
 Bf 109F, 55 victories.
 Mardyck, Belgium, December 1940-41.



Major Werner Mölders, Kdr. JG 51.
 Bf 109F, 101 victories.
 Star Bychow, East Front, July 1941.

Typical under surface scheme.



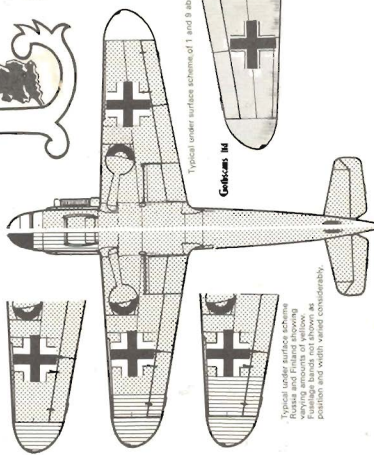
Desert sand scheme broken up with green dapple at B1.



Typical desert sand scheme with and without white upper wing tip. Tunisia, Libya and Balkans.

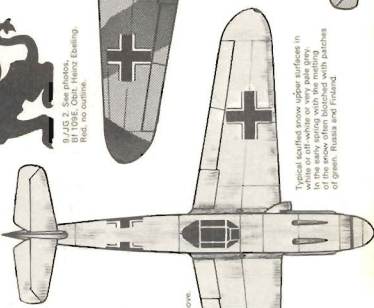


Sand.

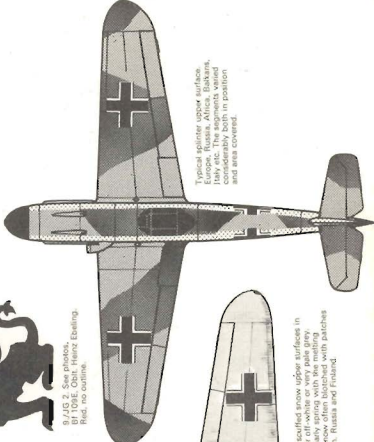


Gotisches Id

Typical under surface scheme of 1 and 9 above.



Typical scuffed snow upper surfaces in white or off-white or very pale grey. The snow often blotched with patches of green. Russia and Finland.



Typical splinter upper surface scheme. Russia, Balkans, Italy etc. The segments varied considerably both in position and area covered.

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Commonwealth Sabre Mk. 30/32 Vol. 2
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- 24 Hawker Hurricane Mk. I/IV
- 25 Nakajima Ki.44-Ia/IIb Shoki
- 26 Hawker Hunter
- 27 Douglas A-4 Skyhawk
- 28 De Havilland Mosquito
- 29 Nakajima Ki.84 Hayate
- 30 McDonnell F-4 Phantom

- 31 Vought F-8 Crusader
- 32 Kawasaki Ki.48
- 33 De Havilland Vampire
- 34 North American F-100 Super Sabre
- 35 Mitsubishi G3M-1/2/3
- 36 Douglas A-20 Havoc/Boston
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Colour Schemes & Markings 1935-1945. Bombers, Reconnaissance, Maritime, Training and Liaison types.
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FUTURE TITLES

Junkers Ju 88/188/288/388

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FC1 Bf 109E, Obstlt. Adolf Galland, Kommodore JG 26 "Schlageter", Audemert, France, 1941.
FC2 Bf 109E, Hpt. Guenther Scholz, Gruppenkommandeur III./JG 5 "Eismeer", White Sea area, 1942.
FC3 Bf 109F, Obst. Ernst Düllberg, Adjutant II./JG 27, North Africa, May 1942.
FC4 Bf 109F, Obst. Siegfried Schnell, Staffelführer 9./JG 2 "Richthofen", Théville, France, 1942.

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